REMARKS

In paragraph 1 of the Office Action, claim 10 was objected to because of errors on lines 7 and 16. In response, claim 10 has been cancelled, and new claim 11 has been submitted in order to correct the errors and to clearly distinguish Applicant's invention over the Genter et al reference.

Claim 11 points out a gear wheel construction wherein a first and second gear wheel portions are coupled by causing the surfaces of their web portions to directly abut against one another. This feature does not introduce new matter, since in Applicant's disclosure, at the bottom of page 6, it is clearly stated that the gear wheel portions 2 and 3 are coupled by their mutual facing surfaces: of these facing surfaces, in particular, has been shown in the drawings only the surface 9 which constitutes a flat surface 9 of the web of the first gear wheel portion which must be coupled, as disclosed, directly against the mating web surface of the second gear wheel portion to form Applicant's gear wheel construction. Thus, the fact that new claim 11 mentions the web surfaces does not introduce, as stated, new matter since these surfaces, as clearly shown in the drawings, are clearly the flat surfaces of the corresponding web portion of the first and second gear portion. From figure 2 is clearly shown that, in the finished gear wheel construction, the web portions or surfaces have been coupled directly against one another thereby a gear wheel portion is entered the other gear wheel portion. For these reasons, it is believed that new claim 11 points out the invention and is free of any objection under 35 U.S.C.112, second paragraph.

In paragraph 3 of the Office Action, claim 10 was rejected under 35 U.S.C.102(b) as being anticipated by Genter et al.(Genter).

Reconsideration is requested.

Genter describes a gear wheel construction where the gear portions are coupled in an overlapping relationship. In particular, Genter describes a first gear wheel portion with a first number of circumferentially disposed teeth and second gear wheel portion engaging the first wheel portion with a spring bias configured to yieldingly rotate the first and second wheel portions about a common rotational axis. In other words, Genter describes a construction the web surfaces of the gear wheel portions are not directly abutted against one another, thereby the first gear portion does not enter the second gear portions and each single tooth of the finished gear wheel construction is formed by the overlapping of different individual teeth. On the contrary, in Applicant's gear wheel construction the teeth, as it would be self apparent to one skilled in the art, must of necessity be the same, i.e. they must have the same tooth height to provide an operating finished gear wheel construction. In this connection, Applicant desires to draw the attention on the fact that in Genter the teeth do not mutually contact at their sides, but they mutually contact at the tops thereof.

Thus, new claim 11 points out a gear wheel construction which, when it is operated, does not require

biasing elements such as springs which are absolutely required in the prior art gear wheel construction.

Moreover, Applicant's gear wheel construction is made by coupling two gear wheel portions one inside the other and not one on the top of the other.

Accordingly it is believed that new claim 11 discloses a gear wheel construction, which is very different from the prior art gear wheel; thus, allowance of new claim 11 is respectfully urged.

In view of the foregoing discussion allowance o the application is respectfully requested.

An early and favorable action is earnestly solicited.

Respectfully submitted,

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